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FIGURES TO SUBPART S

AUTHORITY: 49 U.S.C. 322, 30111, 30115, 30117 and 30166; delegation of authority at 49 CFR 1.50.

EDITORIAL NOTES: 1. For compliance provisions relating to a vehicle's conformance with the performance requirements of Standard No. 208 (§ 571.208) relating to the part 572 test dummy, see the "Effective Date Note" at subpart E of this part.

2. Nomenclature changes to part 572 appear at 69 FR 18803, Apr. 9, 2004.

**Subpart A—General**

**§ 572.1 Scope.**

This part describes the anthropomorphic test devices that are to be used for compliance testing of motor vehicles and motor vehicle

equipment with motor vehicle safety standards.

[60 FR 43058, Aug. 18, 1995]

#### § 572.2 Purpose.

The design and performance criteria specified in this part are intended to describe measuring tools with sufficient precision to give repetitive and correlative results under similar test conditions and to reflect adequately the protective performance of a vehicle or item of motor vehicle equipment with respect to human occupants.

[38 FR 20451, Aug. 1, 1973, as amended at 42 FR 7151, Feb. 7, 1977]

#### § 572.3 Application.

This part does not in itself impose duties or liabilities on any person. It is a description of tools that measure the performance of occupant protection systems required by the safety standards that incorporate it. It is designed to be referenced by, and become a part of, the test procedures specified in motor vehicle safety standards such as Standard No. 208, Occupant Crash Protection.

[38 FR 20451, Aug. 1, 1973, as amended at 42 FR 7152, Feb. 7, 1977]

#### § 572.4 Terminology.

(a) The term *dummy*, when used in this subpart A, refers to any test device described by this part. The term *dummy*, when used in any other subpart of this part, refers to the particular dummy described in that part.

(b) Terms describing parts of the dummy, such as *head*, are the same as names for corresponding parts of the human body.

(c) The term *unimodal*, when used in subparts C and I, refers to an acceleration-time curve which has only one prominent peak.

[38 FR 20451, Aug. 1, 1973, as amended at 42 FR 7152, Feb. 7, 1977; 44 FR 76530, Dec. 27, 1979; 56 FR 57836, Nov. 14, 1991]

### Subpart B—50th Percentile Male

#### § 572.5 General description.

(a) The dummy consists of the component assemblies specified in Figure 1, which are described in their entirety

by means of approximately 250 drawings and specifications that are grouped by component assemblies under the following nine headings:

SA 150 M070—Right arm assembly  
SA 150 M071—Left arm assembly  
SA 150 M050—Lumbar spine assembly  
SA 150 M060—Pelvis and abdomen assembly  
SA 150 M080—Right leg assembly  
SA 150 M081—Left leg assembly  
SA 150 M010—Head assembly  
SA 150 M020—Neck assembly  
SA 150 M030—Shoulder-thorax assembly.

(b) The drawings and specifications referred to in this regulation that are not set forth in full are hereby incorporated in this part by reference. These materials are thereby made part of this regulation. The Director of the Federal Register has approved the materials incorporated by reference. For materials subject to change, only the specific version approved by the Director of the Federal Register and specified in the regulation are incorporated. A notice of any change will be published in the FEDERAL REGISTER. As a convenience to the reader, the materials incorporated by reference are listed in the Finding Aid Table found at the end of this volume of the Code of Federal Regulations.

(c) The materials incorporated by reference are available for examination in Docket 73-08, Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street SW., Washington, DC, 20590. Copies may be obtained from Rowley-Scher Reprographics, Inc., 1216 K Street NW., Washington, DC 20005 ((202) 628-6667). The drawings and specifications are also on file in the reference library of the Office of the Federal Register, National Archives and Records Administration, Washington, DC.

(d) Adjacent segments are joined in a manner such that throughout the range of motion and also under crash impact conditions there is no contact between metallic elements except for contacts that exist under static conditions.

(e) The structural properties of the dummy are such that the dummy conforms to this part in every respect both before and after being used in vehicle